

Appendix C - ITIP Themes

The over-arching theme of the Interregional Transportation Improvement Program (ITIP) is funding for projects to improve the interregional movement of people and goods to and through urbanized areas. It is based on using the Interregional Transportation Strategic Plan (ITSP) as a guide for completion of key portions of the freeway and expressway system and the inter-city passenger rail program.

This interregional theme recognizes that transportation needs in California are statewide and varied, and that the economic health and quality of life in our State depend on the development of a complete multi-modal transportation system “to and through the urbanized areas”. California’s transportation system must be improved. But, the improvements must be well planned in order to meet interregional as well as regional needs. The improvements must also respect and protect our valued natural resources, and promote a higher quality of life. Development of focused themes for the ITIP will help to meet these goals, guide ITIP investments and encourage funding partnerships to effectively and efficiently complete these transportation improvements. These themes include:

- Complete the ITSP Focus Routes
- Reduce Congestion and Promote Livable Communities
- Improve Goods Movement
- Encourage Rural Funding Partnerships

The State’s voice in guiding and influencing the positive future of California is strengthened by adoption of these themes. They encourage stronger partnerships and shared investment in transportation systems. They also recognize the benefits of improved integrated land use and transportation planning processes which are needed to promote livable communities and enhance our over all quality of life.

Theme – Complete the ITSP Focus Routes

Completion of the state highway focused route trunk system identified in the Interregional Transportation Strategic Plan (ITSP) is a priority. This 20-year strategy will provide the main ‘to and through’ highway connection to every urbanized area within the State, and provides for the interregional movement of people and goods.

Criterion: Candidates for the ITIP are consistent with the approved ITSP focused route improvement plan.

- Priorities for development of Project Study Reports are consistent with the focused route improvement plan in the approved ITSP.
- Improvements for focused route corridors are coordinated statewide with integrated planning between Districts and Regions to maximize benefits and minimize development impacts.
- Regions should be encouraged to share in the funding of the focused route improvements.
- Regions should be encouraged to fund improvements that link rural and smaller urban centers to the trunk system.

Theme - Reduce Congestion and Promote Livable Communities

ITIP investments for eligible projects under this theme will have a higher priority if Regional agencies use community based integrated land use and transportation planning practices to adopt livable community concepts. These planning practices may include progressive land use, high

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density zoning near rail/transit stations, transit oriented development, access management control on conventional state highway routes, effective use of congestion management programs, and trip reduction ordinances. ITIP funds may augment, not replace RTIP or other local funding, and do not relieve the Regional Transportation Planning Agency (RTPA) responsibilities for identifying and funding regional transportation improvements.

Criterion 1: Support legislative intent to encourage Regional funding for completion of the Transportation Congestion Relief Program (TCRP).

- ITIP funding may be provided to encourage local funding (i.e. measure, developer fees, Regional shares, Congestion Management Air Quality, Regional Surface Transportation Program, etc) for the project.
- ITIP funding may be provided to accelerate delivery of the project.

Criterion 2: Regional Transportation Planning Agency (RTPA) uses the integrated land use and transportation planning practices of its regional cities and counties to support and guide future project development decisions and in the development of the Regional Transportation Plan.

- ITIP candidates must identify the integrated planning practices adopted by the RTPA. (e.g. planning practices that integrate Land Use, Circulation and Housing, and Transportation Elements, with Comprehensive and Specific/Area Plans, habitat conservation plans, and use community based planning or other efforts to include community values for planned growth which promotes livable communities and enhances a quality of life). Regional plans must identify environmentally sensitive areas as part of the transportation element to gain early consensus and avoid future conflicts and project delay.
- Funding partnerships for eligible work can be considered for rewarding Regions that demonstrate integrated planning practice.

Criterion 3: RTPA has established an effective planning process that coordinates development plans with adjoining regional agencies or local areas to reduce impacts of cumulative development and to maintain and improve quality of life.

- Coordinated planning between Regions must address the cumulative impacts of major employment generators, the location of affordable housing, capacity of transportation facilities and availability of cross jurisdiction transit/rail services needed to reduced traveler delay and environmental impact within and between regional areas.
- HOV lane addition project candidates must include a transit operation plan or other efforts for increasing high occupancy vehicle ridership.
- Funding partnerships for eligible work can be considered for rewarding Regions that coordinate integrated planning practices with adjoining regional areas and neighboring cities and counties.

Theme – Improve Goods Movement

ITIP investments under this theme emphasize the strengthening of California's economy through an improved statewide goods movement system. ITIP investments will be consistent with the goods movement plan in the ITSP and stress the need for shared regional funding for improved access to airports, water ports and goods movement transfer facilities. ITIP funds may augment, not replace RTIP or other local funding, and do not relieve RTPA responsibilities for identifying and funding regional transportation improvements.

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Criterion 1: Candidates for ITIP funding are consistent with the Statewide Global Gateway System Plan contained in the ITSP.

- ITIP funding priority will be system improvements consistent with the ITSP and not for isolated spot projects.
- Project candidates should consider innovative funding and opportunities for private/public partnerships.
- ITIP funding may be proposed to encourage innovative funding partnerships.

Criterion 2: Improve safety and remove choke points for movement of goods within, to and through gateways.

- Improvements for goods movement emphasize safety and operational improvements and reduce people/goods movement conflicts.
- Innovative funding, including opportunities for private/public funding partnerships, should be considered for every goods movement project. (e.g. improved access into and from intermodal transfer facilities; improvements on Surface Transportation Assistance Act (STAA) and terminal access routes; new and expanded roadside/safety rest sites with expanded truck parking lots; etc.)
- Projects should consider opportunities to reduce delivery time, energy costs, community noise impacts, and improve air quality.
- Innovative technologies should be investigated to improve safety and improve operations.
- Funding proposed to reduce delays and improve reliable delivery by eliminating choke points to or on major goods movement routes and critical connector routes must not create new choke points.

Criterion 3: RTPA has developed a regional goods movement plan that is consistent with the statewide systems plan.

- Statewide Global Gateway System improvements are incorporated into regional transportation plans to emphasize 'connectivity' to major intermodal transfer facilities, and include a commitment of Regional funding.
- The Regional plans should include strategies for improved safety, and incorporation of new technology to improve trip tracking, reliability and reduce travel times.
- Funding strategies should include public/private partnerships with major intermodal transfer facilities and goods movement operators and authorities.

Criterion 4: Proposed projects are compatible with community planning.

- Any funding proposal should include consideration of residents living near intermodal freight transfer or line facilities such as; Airports, Water Ports, Rail Yards, Rail Lines, Trucking Terminals in General, in Comprehensive and Specific/Area Plans.
- Projects should protect the safety and quality of life for these residents.

Theme – Encourage Rural Funding Partnerships

ITIP funds may be recommended for partnerships with rural Regions to improve State Highway Routes, where there is a high regional priority due to heavy tourist, recreational, agricultural, or other goods movement traffic. This theme recognizes rural transportation improvements also contribute to the economic well being of the state and quality of life.

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Criterion: Rural Region must provide a significant contribution to the shared funding partnership.

- The project must provide an interregional benefit.

The Region confirms the need for and priority of the proposed project improvement through a significant contribution of regional share programming.
